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DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
NOCONTRACT-	Not Releasable to Contractors or Contractor/Consultants
PROPIN-	Caution-Proprietary Information Involved
USIBONLY-	USIB Departments Only
ORCON-	Dissemination and Extraction of Information Controlled by Originator
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National
Photographic
Interpretation
Center

~~Top Secret RUFF~~

10 MAY 1977

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IMAGERY INFORMATION REPORT

RECOGNITION FEATURES OF THE SOVIET D-II AND D-III SSBNs

Additional recognition features for distinguishing between the D-II and D-III nuclear fleet ballistic missile submarines (SSBNs) were observed at Olenya Guba Submarine Base, USSR, [REDACTED]. The features of the D-III include a larger upper rudder, the placement of the anticollision light, a shorter distance between the aft telephone buoy and the rudder, and an increased number of limber holes.

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The most prominent of these features is the length of the upper rudder, which is [REDACTED] on the D-III SSBN and [REDACTED] on the D-II SSBN. Most of the length difference in the upper rudder is in the forward part, from the leading edge of the rudder to the leading edge of the movable surface, [REDACTED].

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The placement of the anticollision light atop the upper rudder [REDACTED] [REDACTED] from the front of the rudder on the D-III SSBN and only 0.7 meter on the D-II SSBN.

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The distance from the leading edge of the upper rudder to the center of the aft telephone buoy is less on the D-III SSBN than on the D-II SSBN.

[REDACTED] The difference [REDACTED] is approximately the same as the increased length of the upper rudder of the D-III SSBN.

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The number of rows of limber holes on the side of the missile bay is another identification feature. The D-III SSBN has three parallel rows, and the D-II SSBN has one row.

These differences are more easily seen when the submarines are partially snow covered. Snow remaining on top of the rudder, in the joint between the fixed and movable portions of the rudder, or in the limber holes is contrasted against the dark submarine. Oblique imagery is necessary to identify limber hole differences, and it makes the rudder variance more evident.

GEOGRAPHIC COORDINATES		
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